

The FAA could do much to restore the faith that the FAA wishes to promote GA, and this would be a good place to start. I have read with interest the facts stated in the NPRM 4521 and am still at a loss as to how a deduction could be made that would prompt changing 61.113(d)(2) & 91.147(a)(13) from 200 hours to 500 hours. Where in the NPRM did I miss that pilots with less than 500 hours providing charitable flights are a risk to general aviation or the flying public? Although the facts mentioned seem to indicate that pilots of helicopter site-seeing flights, especially in Hawaii, may need some additional regulation, I don't see how this NPRM can promote GA and cover the safety issues presented by Mr Ballough at the same time. Please leave parts 61 & 91 alone and do something with 119.1 that limits one incident per year per community that qualifies. It would be terrible that a grass roots community would have two needs in the same year, and not be able to help both with fund raising.